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[a1351]

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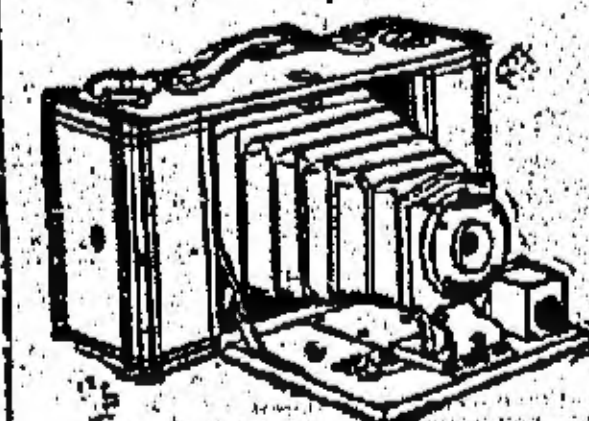
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[a213] THE MANAGER

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RANDOM REFLECTIONS.

Though Hongkong is far removed from the stirring political scenes which are daily being witnessed in the United Kingdom, its citizens are enabled by means of the excellent cable service to the Press to enjoy much of the excitement attendant upon the declaration of the polls or the publication of results in the Home Islands, and for the nonce Hongkong has awakened to an interest in politics practically unknown at any other time. The fortunes of the parties have been closely followed until now it has become a sort of foregone conclusion that the combination which held office before is certain to go back. What will happen then, no man can say with any degree of certainty at this distance. One thing is apparent. The swing of the pendulum has been stopped, and the same party is likely to be returned to office for the third time in succession.

Local politics have been very prominent this week also. The Governor, with his usual tact and courtesy, has sought to bring about a better understanding between the Sanitary Board and the Executive Council, and his attempt to show that the superior authority was not animated by sheer contrariness has met with considerable success. It was certainly appreciated by those who felt most aggrieved, and, after the explanation given, we may expect that the relations between the two bodies may become more happy. The Executive Council in the role of the House of Lords is likely to make the stalwarts of the Sanitary Board less Conservative than they once were, and the fear has been expressed that they may even blossom into Socialists or some other "agin the Government" combination.

It was rather amusing to see the official and the unofficial attitude on the application of a Sanitary Inspector for three months' leave to be granted him, so that he could immediately end his period of service in the Colony and become entitled to the pension which was considered his due. The un-officials naturally asked "what for?" but it was surprising to find the Registrar General on the same side. He might be expected to know what leave was wanted for. What does any man want leave for, eh? The higher placed officials can manage to get such leave when retiring. Why not the subordinate officials when the regulations of the service entitle them to it?

A Yokohama contemporary is of opinion that "in view of its close association with the British China Squadron, Hongkong has not shown itself extraordinarily generous in connection with the Bedford Relief Fund." I would rather put it that the generosity of the ports of Yokohama, Kobe and Nagasaki has been excessive. If a whole ship's crew had been drowned, they would probably not have done more. I believe I am correct in saying that from the various ports in the East East over £1,000 has been contributed to the Relief Fund of which Hongkong has contributed £200.

When our railway develops into the important part of a grand trunk line linking us with the Continent of Europe, it will be understood that the farewells which are a common occurrence on the steamers will take place at the terminal station at Kowloon. Imagine the tears, the fireworks, the doan-and-dorises—I hope that is the right way to spell it—which will be seen, heard, and drunk at our little railway when a man leaves for Home. The waving and handkerchief display will not be so protected as on the steamer, and the agony of farewell will be considerably curtailed. The management will not, I think, have to take the steps which are reported to be contemplated by the master of the Grand Central Station in New York who thinks that it would be advisable for the railway companies in their new plans to provide a kissing-room and require all consolation to be performed there, so that the concourse, doorways, platforms and gates be not congested by those who linger for the last goodbye. How very practical these Americans are!

The cold weather of the past week led to occasional remarks that "it looked like snow." This recalls the time when a thin layer of snow was discovered on the Peak one morning about fifteen years ago, and the Chinese who had never seen such a sight before collected as much as they could to take it to their homes with the idea of using it for medicinal and other purposes. But their joy of possession did not last any longer than the snow.

Credit where credit is due! Two letters were returned last week to Hongkong which had not been delivered by the postal authorities in the places to which they were addressed, and without opening these the local officials used their intelligence to such good purpose that they discovered the writers with no other indication than the business stamp of the respective offices impressed on the postage stamp.

I had always thought that Shanghai was not so snobbish as Hongkong is supposed to be, but if the writer of "Letters of the Griffins" is to be believed, the "clique" is just as well understood in the Northern Settlement as it is in some other places I wot of. To how many would the following description apply: "Her idea of social position was, of course, salary; and she kept on hand a thousand tail obnoxious, a seven-fifty salute, a five hundred smile, and a three-fifty greeting, but never stoked anything cheaper than the latter, with the exception of her two-fifty-and-under-look-the-other-ways, because she knew the horrors of fifteen shillings a week herself, and resolved never to have anything more to do with cheapness."

We are getting accustomed to the disappearance of the queue, but the wearing of the European coat does not help us to like the new man or the new boy.

ROBERTSON RANDOM.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

A FINEISH MISTRESS.

A woman named Long living in Fatsan lost a pair of earrings, and accused a poor little mut tai or slave girl of stealing them. The child said she knew nothing of them, but the mistress would not believe her. She beat the child till she was half dead and then took an iron rod, heated it and with it seared the poor victim's flesh, giving her intolerable pain. The news reached the girl's parents, who came with a large number of friends to demand the restoration of the girl, together with \$25 compensation for the wounds received. The threatening attitude of the girl's people frightened the mistress and she promptly did as requested. It is a pity that the officials do not mete out drastic punishment to women who are guilty of such fiendish conduct.

RAILWAY THIEVES.

Many complaints have been made lately regarding the number of thefts from persons travelling on the railways. Nearly all Chinese prefer to travel 3rd class from motives of economy, and some of these have a good deal of money on them. Passengers are requested to put their baggage in the goods van, but this they rarely do, preferring to take it into the carriage with them, whence it often finds its way into the hands of the wily railway thief. The railway company is now about to employ a number of detectives who, it is to be hoped, will succeed in lessening the number of this kind of thefts.

MISSIONARIES AND OFFICIALS.

One of the European Consuls here has sent a dispatch to the Acting Viceroy urging him to take steps to secure the full protection of missionaries and their converts. The dispatch goes on to say that in some districts the people seem very hostile to the missionaries, and that those natives who have embraced the Christian faith suffer bad treatment, and the Consul complains that the local officers appear to do nothing to remedy this state of affairs. On receipt of the dispatch H. E. Tsang immediately notified the magistrates of the districts referred to, to the effect that all missionaries and converts are to receive full protection.

A STRANGE PROCEEDING.

Some time ago Taolai Lan who is in charge of the Kwong Tung Cement Works accused one of the staff named Tung of dishonesty, by "squeezing." The late Viceroy Tsang ordered that the case be tried before the Provincial Judge. The principal witness in the case was a man called Ai, for whom a subpoena was issued. He persistently refused to appear before the Court, and the case was postponed from time to time. Acting Viceroy Tsang has now given orders for the confiscation of Ai's property, and he is also to be deprived of his official rank.

SIGNALLING ON WARSHIPS.

Admiral Li is now devoting his attention to the subject of signalling by means of flags on warships. He has given orders that all warships under his charge are to be provided with full outfits of flags, and that a school of signalling is to be immediately established.

POLICE AND PUBLIC.

Some little time ago there was a riot in Kong Moon and the police fired on the crowd with the result that one or two were killed and several injured. This action on the part of the police has caused a good deal of excitement in the locality, and the most influential men in the place have sent in memorials to the Canton authorities asking for redress. It is now stated that the police have compensated the families of the deceased with the manifest sum of twenty taels, while those who were only wounded received ten. In commenting on this one of the vernacular papers bitterly remarks on the cheapness of native life. "If a foreigner, says this journal, is killed, indemnity to the amount of the thousands of dollars has to be paid. Why, therefore, asks the paper, should the life of a native be of such little value? Also it further proceeds to say that had the rioters killed a policeman or a soldier not even a fowl or a dog in the district would have known a peace for weeks."

A RAILWAY BRIDGE.

The Shek Lung branch of the Chamber of Commerce have been making a fuss about bridge on the Canton and Kowloon Railway. They say it is too low to allow vessels to pass under it, and they are clamouring for its immediate demolition. The Acting Viceroy has replied that the question of the bridge is already under consideration and he calls upon the men of Shek Lung to keep quiet during the negotiations, and to do nothing that will disturb the public peace.

A NEW TITLE.

The Provincial Judge is no longer to be known by that title; henceforth he is to be styled the Provincial Law Commissioner. Important changes are to be made in the personnel of his staff. Several persons are to be dismissed and more competent ones appointed. There are several new regulations also for the working of the judicial department and the Viceroy has expressed his approval of the new arrangements.

ALLEGED DISHONESTY.

A rather strange story is being told here, although efforts are being made to keep the affairs as secret as possible. It appears that in one of the Government Schools in this city there had been a series of thefts and that the servants had been blamed. They were indignantly angry and excited, and made up their minds to discover the thief. Several weeks passed away, but no one was caught and still from time to time fresh thefts took place. One day when the hall was for assembly some of the servants who had secreted themselves saw one of the masters leave his room and force open the door of another's room and enter. An alarm was at once raised, and the master endeavoured to dart back to his own room, but was prevented. A

meeting of the scholars and teachers was then called, and after some discussion had taken place the teacher was suspended and next day discharged. It is considered more than ordinarily disgraceful for a teacher to be concerned in such an affair, hence the efforts being made to hush the matter up.

DISHONEST OFFICERS.

Some time ago two officers named Chan and Lam were convicted of embezzlement. The former was found to have made away with 7,700 taels and the latter with 1,400. They were dismissed their posts, ordered to return to their native villages and to refund the money. Months have passed away and not a cent has been repaid by either. Now commands have been sent to the magistrates of the districts in which these men reside to ascertain if they have any property and if so to at once confiscate it in order that the government may receive the money embezzled.

MORE SUBSCRIPTION GRIFFINS.

Another batch of subscription griffins arrived from Shanghai by the s.s. *Chinkwa* yesterday. They were landed at the Douglas wharf and removed to Kennedy's Horse Repository, where they were drawn for in the afternoon, the result of the drawing being as follows:—

Pony No. 22	Mr. J. R. Boyce.
" 23	Mr. T. Witherspoon.
" 24	Mr. J. N. Macdonald.
" 25	Mr. E. C. Mackie.
" 26	Mr. Cunningham.
" 27	Mr. C. Brown.
" 28	Mr. F. H. Blason.
" 29	Lieut. Leygate.
" 30	Mr. W. Dixon.
" 31	Captain Brierley.
" 32	Lieut. Kirkpatrick.
" 33	Lieut. Chatter.
" 34	Captain Hughes.
" 35	Lieut. Alton.
" 36	Messrs. Kilmanoch and Krauer.
" 37	Captain Mitchell-Taylor.
" 38	Mr. C. H. Ross.
" 39	Lieut. Hoggate.
" 40	Mr. H. B. Pike.
" 41	Major Eaton and Mr. T. F. Hough.
" 42	Mr. J. Johnston.
" 43	Lieut. Law.
" 44	Hon. Mr. H. Keswick.

FUNERAL OF MRS. TANG SHAO YI.

The funeral of the late Mrs. Tang Shao-yi, wife of the President of the Ministry of Posts and Communications, which took place in Tientsin on Wednesday morning, November 30, was one never to be forgotten by those who witnessed it. There were present none of the usual bands of half clad, dirty musicians, no gorgeous scrolls, no paper figures, and no profusion of flowers. A posse of Police led the procession, followed by hundreds of personal friends of the family dressed in official robes. Then walked the mourners, chief of whom was His Excellency Tang, for whom the greatest sympathy was felt. Lastly, came the catafalque containing the coffin beneath, which was in many respects unique in its appearance, for along the central beam of the top was dressed the picturesque figure of a dragon, half belted, half of the first rank, over a hundred well-attired coolies took their turns in carrying the coffin. The cortege was altogether a most imposing sight, because in place of the noisy and numerous paraphernalia usually accompanying a funeral in this country, one saw the quiet dignity and true sorrow which should always attend ceremonies of this kind. At different parts of the route, long lines of people lined the way, and along the Viceroy Road and the Hia Tsang, temporary stations had been erected where various sections of the community paid their last respects to the dead. The coffin reached the Bund about noon, where it was at once transferred to the China Merchants' steamer "Hain Feng" en route for Shanghai. Never, perhaps, in the history of Tientsin had a funeral procession been so arranged or attended by so many friends and officials of all grades. It was acknowledged on all sides that H. E. Tang had made a departure from the usual custom.—*Peking Daily News.*

DRASTIC PLAGUE MEASURES AT HARBIN.

The following paragraphs are extracted from the *Manchurian Daily News* (Harbin) of November 30th:

The culpable inefficiency of the Chinese authorities at Puchiatien, the half-hearted attempts to check the spread of the plague in that town having disgusted the Russian authorities of Harbin, who offered the services of some medical experts to assist the former in the preventive measures, the latter have withdrawn their assistance from the Chinese authorities, and will resort to the extreme measure of isolating the infected town from Harbin by means of military force. The Japanese residents of Puchiatien have removed to Harbin bag and baggage.

The Russian Consul at Chanchun has made a statement in vigorous denial of the reports circulated to the effect that the Chinese Eastern Railway has been dumping at Changchun horde of Chinese coolies coming from the plague-infected districts of North Manchuria, without even allowing them to get off the cars, in some instances, on free fares for the whole or part of the journey. The Russian official declares that, on the contrary, the Harbin authorities having at heart the sanitary well-being of South Manchuria, kept in close contact with the infected regions, and have stationed quarantine officers at three points between Harbin and Kwanchengtz since the outbreak of the epidemic at Puchiatien and has further established at Kwanchengtz arrangements for the isolation and treatment of the infected people, if any.

From the issue of the paper for December 3rd we take the following:—The Chinese Eastern Railway Administration, Harbin, has announced that the plague in North Manchuria has so far claimed altogether 425 victims including 14 Russians, of whom 414 including 9 Russians have succumbed. The Chinese Eastern Railway denies the Chinese taking passage at Changchun on the north-bound passenger train, except on goods trains. This has come into force since Thursday, the 1st.

The Committee for the prevention of Epidemics, St. Petersburg, has declared all Manchuria and the regions about Lake Baikal to be infected with the plague.

NOTES FROM JAPAN.

(FROM OUR OWN CORRESPONDENT.)

Tokyo, Nov. 23rd.

FIXED STARS AND FIXED POLICY.

In the last few years we have become accustomed in Japan to Press references to the Government's "fixed policy." In this or that, and the precise foreign mind has naturally conjured up a vision of something immovable, such as the fixed stars or the laws of the Medes and Persians. Newspaper readers will often come across such statements as the Government's fixed policy in Manchuria, in Chosen and in regard to loans and other things of national importance. This phrase has only come into use since the war, and it recalls another having a very different meaning, which was more frequently used formerly than it is to-day, namely, Japan's "transition stage," a phrase common with writers and used to indicate the last fifty years of change and hurry that have characterized the remarkable progress of the country. Presumably the war brought this period to a close and gave birth to the Fixed Policy Era—but we are still in a period of transition.

GOVERNMENT POLICY RECONSIDERED.

In the past few weeks the representatives of the Government have announced changes in future policy which amount to the abandonment of more than one item of Fixed Policy. These announcements have aroused the Press and in some measure discredited the Ministry. The first surprise came a few weeks ago when Marquis Katara, Premier and Minister of Finance indicated the probability of the Government's going abroad for loans, an act which would nullify the supposed advantage gained by the annual redemption of the National Debt to the extent of fifty million yen. The loan it is proposed to raise will be used in connection with the widening of the gauge of the trunk line between Tokyo and Shinonoki and \$25,000,000 sterling is stated to be the sum required, the security for which would be the railways of the country. It will be remembered that about seven years ago, when most of the lines were privately owned, an Australian financier, the late Sir Malcolm MacEachern, visited Japan with the precise object of arranging for a huge loan to the Sanyo Railway Co., the most enterprising in the country, but after his inspection of the lines the negotiations fell through, the supposition at the time being that the property generally was inferior. It was shortly afterwards that this railway and others were nationalized, and some years later the railway finances were placed in a separate account with the object at some future date of raising a great loan for their improvement. Hence the forthcoming railway loan cannot be considered a new idea of the Government, nor does the Government consider it, strictly speaking, a national loan.

THE SECOND SURPRISE.

The Japanese people have lately become accustomed to surprising varieties in Government policy, national and local, but nothing has been received with greater interest than the announcement just made that the Government has placed an order for a Dreadnought-cruiser with a British firm. This is a negation of the policy formally decided upon some years ago to build all future warships in Japanese yards, a policy which naturally caused intense satisfaction throughout the country, indicating as it did Japan's advance in the more serious arts and crafts which she has learned from the West. It was a real satisfaction, and not only pleased the Japanese but foreigners also, who desire to see the country making steady headway and who believe in the capacity of the people. But the frank announcement of the naval authorities and the comments of the Japanese Press show that Japan is not yet sufficiently advanced to rely upon her own naval architects and builders and to be independent of foreign assistance. To anybody who understands the Japanese people and has followed their recent progress closely, such an announcement can cause no surprise. But a portion of the Press shows itself disappointed that Japan is still behind other nations, and takes the Government to task for not ensuring better results, as if the Government has it in its power to ensure the capacity for invention, or as if it were a reflection upon Japan that she cannot do what other nations much older and more experienced can do.

PRESS OPINION IN BRIEF.

Most of the papers approve of the placing of a Dreadnought cruiser in England, although they criticize the Government for its change of policy and endeavor to ascertain the causes of such a step. The Tokyo *Asahi* considers the order an acknowledgement of Japan's inferiority in naval construction and regrets that she is still behind Europe in every branch of science. The *Asahi* then goes on to say that the Japanese-built first-class warships, the *Tokutsu*, *Thoma*, *Satsuna*, *Aki* and others do not compare favorably with those in Europe. The defects of these vessels, it may be pointed out, have long been the subject of discussion among foreign naval attaches and others acquainted with naval matters. At the time of the launching of the *Satsuna* in 1905 the doubts which prevailed among the foreign community in regard to Japan's capacity to build first-class warships were well illustrated in the huge amount of money that was wagered against the successful launch of the vessel at Yokosuka. The launch was in every respect successful, it is believed, and it is estimated that 150,000 yen changed hands in Yokosuka on that day, but it may be accepted, therefore, and without any particular discredit to Japan, that the doubts which have always been entertained in regard to shipbuilding capacity are now confirmed by the tacit admission of the Government.

A SOR TO BRITISH SUSCEPTIBILITY?

Most people, on hearing of the placing of this order in England, sought a motive, and knowing Japan's desire to build all her ships herself, put it down to an attempt to smooth away the considerable amount of ill-feeling caused in England by the new Tariff. This is the view taken by another Tokyo journal, the *Mainichi Shempo*. There is a decided feeling in this country that the Government has blundered in respect to its Tariff. The outcry that has been raised in Lancashire and Yorkshire was never anticipated, nor was it anticipated that the energetic protests of a few chambers of commerce in the industrial centres of the North would move the Imperial Japanese Government. That this order should be attributed rather to politics than necessity is another example of the good luck which attends Japan in her forward career. But there is another possible reason for the giving of the order, and that may be described as politico-commercial, having close connection with the affairs of the Steel Foundry at Maroran, with which the firm of Vickers & Armstrong is closely related. There has been a great deal of friction between the English and Japanese directors of this now undertaking in Hokkaido, and as usual the trouble has arisen out of the Japanese desire to manage things in their own way, regardless of the superior knowledge of more experienced people. Perhaps the correct view to take of this naval surprise is that it is given to England, firstly, because England can execute the order better than Japan; secondly, to smooth the ruffled feelings of the English manufacturers; and thirdly, to still the stormy waters which have been the result of the Anglo-Japanese steel enterprise in Hokkaido.

TELEGRAPHIC NEWS.

(FROM SOUTHERN PAPERS.)

PORTUGUESE REPUBLIC.

Lisbon, November 13th. The Republican Government has declared an amnesty which includes Senhor Franco (the former dictator) and his colleagues.

AERONAUTICS.—THE DENVER FATALITY.

London, November 18th. The death of Mr. Ralph Johnstone was terrible. Something broke, causing the wings of the aeroplane to fold up. Mr. Johnstone struggled his utmost to stretch them out again, but in vain. He fell like a lump of lead, every bone in his body being broken. A crowd of souvenir-hunters rushed to the spot and fought for relics, one extracting a splinter which was piercing the body and dripping with blood, while others tore the gloves from Mr. Johnstone's hands.

A SENATIONAL AMERICAN CUSTOMS CASE.

London, November 23rd. The United States District Court has withdrawn the attachment of the stock of Messrs. Brooks & Co., holding it to be illegal unless process were served on the defendants, who are in England.

OBITUARY.

London, November 23rd. The death is announced of Mr. C. T. R. Scovell, P.W.D., who fell overboard from his yacht in the Channel yesterday, and was drowned.

The death is also announced of Mr. Selon Kaur, Foreign Secretary during the Viceroyalty of Sir John Lawrence and Lord Mayo, SUSPECTED DISASTER TO A NEW E. I. STEAMER.

London, November 23rd. The *Times* states that it is feared that the British India liner, the "Abnora," on her maiden trip to Rangoon, has been cast off the coast of Spain. There were no passengers on board.

The B. I. steamer "Abnora" carried a crew of ninety, of whom thirteen are believed to be white men. It is stated that her cargo only amounted to 2,000 tons of coal.

OXFORD AND GREEK.

London, November 23rd. The Congregation of Oxford has rejected by 168 votes to 132 the proposed statute abolishing Greek as a compulsory subject in examinations.

NEW FLYING RECORD.

London, November 25th. Mr. Drexel, the American aviator, at Philadelphia, rose to a height of 9,970 feet in his monoplane, establishing a record.

WEATHER REPORT.

On the 11th at 12.55 a.m.—The anticyclone area lying over the continent has strengthened, and pressure has increased moderately over China and Japan.

Pressure remains low over the Pacific to the N.E. of Japan, and relatively so over the S. Philippines and adjacent waters.

Strong monsoon will continue to prevail along the China coast and over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood: fresh; or strong (N.E. winds, fair, cloudy.

Formosa Channel: (N.E. winds, strong.

South coast of China between Hongkong and Lannock: Same as No. 1.

South coast of China between Hongkong and Hainan: Same as No. 2.

LATEST STEAMER MOVEMENTS.

The P. & O. S.N. Co.'s str. *Nubia* is expected to arrive at Colombo on the 15th inst.

The I.G.M. str. *Kleist* left Shanghai on the 10th inst., at 3 p.m., and may be expected here to-morrow at 6 a.m.

The str. *Glenhurst* left London on 25th ult., and is due here on or about 15th prox.

The S.N.K. str. *Monteagle*, which left here on the 8th ult., arrived at New York on 8th inst.

The sudden death is announced of Sir George S. Mackenzie, K.C.M.G., C.B., who, as a director of the British India Steam Navigation Company and of the Imperial Bank of Persia, helped to control important undertakings in the East. It may be recalled that his first wife was a daughter of the late Major W. C. Armstrong, another of whose daughters is married to the British Ambassador to Japan.

SIR E. SATOW ON MISSIONARIES IN CHINA.

Speaking at an S.P.G. meeting at Plymouth on Monday Sir Ernest Satow, formerly British Minister in Peking, replied to some criticisms passed by Sir Hiram Maxim upon missionaries in China. Sir Ernest Satow said he had known intimately many of the leading missionaries—British, Canadian, American, and French—and had had large opportunities of seeing what their work was and how devotedly and unselfishly it was pursued and with what magnificent results. He did not know that Sir Hiram Maxim had had any personal acquaintance with missionaries or any first-hand knowledge of their course of life. Not a single English missionary had ever been reported to have looted Chinese property at Peking at the time of the siege of the Legation.

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OF
JOHNSTONE'S
M.P.
WHISKY

EXTRACT FROM "THE LANCET."

"OUR ANALYSIS of this Whisky indicates that the statement made in regard to it is honest, that is to say—it is Pure Malt Whisky distilled in the Pot Still. Moreover, the evidence of the pure is in favour of the statement that it is only matured. The flavour, while mellow and rich, is soft. This Whisky is well adapted for Special Dietetic Purposes."

IT PAYS

you to buy this Whisky. Each case contains a coupon, and one who holds the one selected by the Distillers is entitled to a FREE FIRST CLASS PASSAGE HOME.

H. RUTTONJEE & SON,
12601 WINE & SPIRIT MERCHANTS.

MAPPIN & WEBB

(1908) LIMITED,

LONDON,
HAVE APPOINTED

CHS. J. GAUPP
& CO.,

WATCH MAKERS.

JEWELLERS & OPTICIANS.

ALEXANDRA BUILDINGS,

CHATER ROAD.

TO BE THEIR

LOCAL REPRESENTATIVE IS

A Very Large Stock, the Finest

ever seen in the Colony has

just arrived.

SPORTING CUPS AND

TROPHIES

SUNDRY SILVER WARE

PRINCES PLATE

OUTLERY

FANCY LEATHER GOODS.

The Name

MAPPIN & WEBB

IN A

GUARANTEE OF QUALITY.

An Inspection is Solicited.

Hongkong, 1st December, 1910.

1333

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS, only, and no address business matter. The Manager, Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, On THURSDAY, the 15th December, 1910, commencing at 11 a.m., at his Sales Rooms, Duddell Street, (For Account of the Estate of the late E. Ros)

A LARGE QUANTITY OF SPANISH WINES, Comprising:—

SHERRIES, MADEIRA, MOSCATEL, PORTS, etc.

Also

A Quantity of GIN, WHISKY and COGNAC.

Further particulars on application.

Terms:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 12th December, 1910. [1378]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PESHAWAR, GULF, CONTINENTAL, AMERICAN AND SOUTH AMERICAN PORTS.

THE Steamship

"HIMALAYA,"

Captain L. E. S. Spicer, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 24th December, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOHRA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamship proceeding direct to Marseilles and London, other cargo for London, etc., will be conveyed via Bombay by the R.M.S. "HIMALAYA" due in London on the 4th February, 1911.

Parcels will be received at this Office until 4 p.m., the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. LEWETT, Superintendent.

Hongkong, 12th December, 1910. [1]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI

Ships in Roma.

—NOTICE TO CONSIGNEES.

From BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All claims must be sent to the Office of the undersigned before Noon on the 19th instant, or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant, will be subject to rent.

All broken, chafed, and damaged goods must be left in the godowns, where they will be examined on the 16th instant, at 9.30 a.m.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 9th December, 1910. [4-]

AN OPPORTUNITY FOR AMERICAN ENTERPRISE IN HONGKONG.

THE OCCIDENTAL HOTEL, situated at Kowloon within a few minutes walk of the principal landing stages of the Second Suez Canal in the World, and adjacent to the Trunk Road of the KOWLOON-CANTON RAILWAY, is for lease on very easy terms.

It is an exceptionally large and showy building, fully furnished and capable of extension, with a large piece of vacant land adjoining, suitable for Tennis Courts, etc.

The Establishment has been conducted as a First Class Hotel and should prove a profitable investment if management is taken over by a competent person devoting exclusive attention to the business.

Full particulars, apply to—

H. KUTONJEE & SON, Hongkong, 8th December, 1910. [1366]

ELECTRIC MOTOR FOR SALE.

A 24 h.p. ELECTRIC MOTOR with starting switches, pulleys, etc., complete is offered for sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements.

Apply—

HONGKONG DAILY PRESS OFFICE, Hongkong, 22nd November 1910. [1307]

PUBLIC COMPANIES

CHINA LIGHT AND POWER CO., LTD.

LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHUN YET CHING, of Shanghai, a Duplicate Certificate of 100 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificate, No. 709-100 Shares numbered 25351/25450, and dated 9th February, 1906, has been LOST or DESTROYED; and Notice is hereby given that if within 30 days from the date thereof no claim or representation in respect of such Original Certificate is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN, TOMES & Co., General Managers.

St. George's Building, Hongkong, 16th November, 1910. [1290]

WEI SAN KNITTING COMPANY, LTD.

LOST.

APPLICATION has been made to the General Managers of this Company to issue to CHING YUE, of Shanghai, Duplicate Certificates of 1,000 Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that the Original Certificates, Nos. 18-103 Shares numbered 821/920, 19-103 " " 921/1030, 20-103 " " 1031/1120, 21-103 " " 1121/1220, 22-103 " " 1221/1320, 23-103 " " 1321/1420, 24-103 " " 1421/1520, 25-103 " " 1521/1620, 26-103 " " 1621/1720, 27-103 " " 1721/1820, and dated 2nd March, 1910, have been LOST or DESTROYED; and Notice is hereby given that if within 30 days from the date thereof no claim or representation in respect of such Original Certificates is made to the General Managers they will then proceed to deal with such application for a Duplicate.

SHEWAN, TOMES & Co., General Managers.

St. George's Building, Hongkong, 16th November, 1910. [1291]

NOTICE OF FIRM

THE Undersigned, CHAN MUI SAN, who, for more than forty years, was Partner and Manager of THE SUN SHING FIRM of No. 90, Queen's Road Central, has now retired from all connection with the said Firm and has opened his own House at No. 23, Stanley Street, where he is Transacting Business in the same lines as formerly.

CHAN MUI SAN, 23, Stanley Street.

Hongkong, 2nd December, 1910. [1344]

FOR SALE

REMAINING Portions of MARINE LOTS 31 and 36, at PRATA EAST, Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—

G. FENWICK & Co., Ltd., ENGINEERS, & Co., PRATA EAST, HONGKONG.

Hongkong, 8th June, 1906. [94-168]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

Revised by the MEMBERS.

Price \$3.

DAILY PRESS OFFICE, Hongkong, 21st February, 1910. [316]

EXTRA CHOICE ENGLISH HAM

AND BACON

70 Cents Per lb.

THE DAIRY FARM CO., LTD.

[42]

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JUST OPENED, a Large Assortment of NICE, BEAUTIFUL TOYS to suit every whim of a Child. Bring your little ones with you and they won't cry any more. An early inspection Solicited. Prices to suit every purse. (All quick not to be disappointed.)

H. HIPPOLEA & Co., 15 & 15, D'Aguiar St. Hongkong, 23rd November, 1910. [1311]

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A selection of the best varieties of their famous VEGETABLE and FLOWER SEEDS.

ALSO GARDEN FERTILISERS, BOOKS ON GARDENING, &c., &c.

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INTIMATIONS

NOTICE.

IN THE MATTER of the Estate and Effects of LEUNG PIK SHAN, otherwise LEUNG FAT KWONG, deceased.

NOTICE IS HEREBY GIVEN that LEUNG WAN KWAI, the Executor of the above mentioned LEUNG PIK SHAN, otherwise LEUNG FAT KWONG, died on the 12th day of November last, and that during his life time he drew from the Estate of the said LEUNG PIK SHAN, otherwise LEUNG FAT KWONG, a larger sum of money than was due to him and his two sons LEUNG FAT and LEUNG HANG, from the said Estate.

This matter has now been carefully enquired into by the undersigned LEUNG TSOT SHI, the Widow of the said LEUNG WAN KWAI, the Mother and Guardian of the said LEUNG FAT and LEUNG HANG, and by the undersigned LEUNG SHEK SHI, the Executor of LEUNG PIK SHAN, otherwise LEUNG FAT KWONG, and at the request of the undersigned LEUNG SHEK SHI, the said LEUNG TSOT SHI, has this day granted a formal release releasing the undersigned LEUNG SHEK SHI from all claims by the legal representative of the said LEUNG WAN KWAI and by her said children, LEUNG FAT and LEUNG HANG, who are at the present time under the age of twenty-one years.

This Notice is formally given to inform the Public that neither the undersigned LEUNG TSOT SHI nor LEUNG FAT nor LEUNG HANG have now any further claims whatever against the Estate of LEUNG PIK SHAN, otherwise LEUNG FAT KWONG, deceased.

Witness—

YAM KWAN-UN, her LEUNG x TSOT SHI, mark

LEUNG x SHEK SHI, mark

Hongkong, the 9th day of December, 1910. [1373]

NOTICE OF REMOVAL

THE undersigned have REMOVED their Cases and Showrooms to No. 7, QUEEN'S ROAD CENTRAL (Second Floor), above the DEUTSCHE-ASIATISCHE BANK.

DADDY BURJOR & Co., General Merchants, Insurance Agents, Manufacturers' Representatives and Commission Agents.

Hongkong, 1st December, 1910. [1336]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSG. at \$5, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1905. [1181]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. with CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

STERNSEN & Co. Hongkong, 6th March, 1907. [38]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1184]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd St. west of Central Market). Telephone No. 515. [495]

DENTISTRY

DR. M. H. CHAUN, DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL.

1st FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A. Telephone 125. Hongkong, 27th January, 1910. [1022]

SIEN TING

SURGEON DENTIST, No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, 21st September, 1905. [1063]

報新外中港香

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Terms for Advertising (Translation free) can be obtained at the Office, 104, Des Voeux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

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TO LET

TO LET.

FROM 1st JANUARY, 1911.

No. 11, GAGE STREET. Eight-Roomed House with Godowns.

Apply to—

E. A. & C. P. DE CARVALHO, 14, Arbutnot Road, Hongkong, 22nd November, 1910. [1306]

TO LET.

A HOUSE, in Knutsford Terrace.

Apply—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st December, 1910. [1250]

TO LET.

OFFICES, Hotel Mansions.

Apply to—

HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 2nd February, 1910. [151]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

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HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [790-]

TO LET.

King's BUILDINGS.

OFFICES facing the Harbour lately in possession of Messrs. JARDINE, MATTHEWSON & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1910. [89]

TO LET.

GODOWNS, 95, 96 and 97, Praya East.

Apply—

CHATER & MODY. Hongkong, 7th December, 1910. [1360]

TO LET.

No. 7, UPPER MOSQUE TERRACE.

Apply to—

M. L. CHAN, No. 1, Lower Mosque Terrace, Hongkong, 5th December, 1910. [1355]

TO LET.

No. 21, CONDUIT ROAD, Clifton Gardens.

Nos. 1 and 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 1st to 155, PRATA EAST. OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Cheong Road, OFFICES in York Building.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The "Trams" stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1910. [87]

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to—

J. HENNESSEY SEPT, No. 8, Des Voeux Road Central, Hongkong, 1st October, 1910. [795]

TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to—

ALBERTSON V. APCAR & Co., 14, Des Voeux Road, Central, 1st Floor, Hongkong, 28th July, 1910. [875]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1910. [994]

TO LET.

No. 9, BEACONSFIELD ARCADE, No. 21, SHELLEY STREET.

1 HOUSE, in Bellisio Terrace, "EGGERSFORD," No. 114, PRATA, To Let Furnished for one year from 15th April next.

SIX ROOMS.

C. M. S. PRATA BUNGALOW, MOUNT KELLET, Furnished, for 7 months from 1st November, 1910.

No. 57, PRATA GRANDE, Macao, FOR SALE.—To Let, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 3rd December, 1910. [91]

TO LET.

No. 3, CHANCERY LANE, Six Roomed House.

Apply to—

V. R., Care of "Daily Press" Office, Hongkong, 8th December, 1910. [1567]

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st December, 1910. [88]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from J. HENNESSEY SEPT, Esq., Official Liquidator, to Sell by Public Auction, TO-DAY (MONDAY), the 12th December, 1910, at 2.30 p.m., at No. 62, Jervois Street, Ground Floor.

A QUANTITY OF BLACKWOOD & OFFICE FURNITURE.

Terms:—As Usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 10th December, 1910. [1374]

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1909 £19,875,357.

I. Authorized Capital ... £26,000,000

Subscribed Capital ... £2,750,000

Paid-up Capital ... £1,212,500 0 0

II. Fire Funds ... £3,488,136 6 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

STRAITS SETTLEMENTS STOCKS AND SHARES.
RUBBER COMPANIES. SINGAPORE, DE

Par value each share £1. Calls paid up are:—	Malayan Companies.	Singapore Fraser & Co.'s Prices, Nov. 2	Dividends	Par value each share £1. Calls paid up are:—	Malayana Companies.	Singapore Fraser & Co.'s Prices, Nov. 2	Dividends
16/ paid	Alor-Pongsa ... ..	.....	.....	fy. paid	Malacca Ordinary	7.00	.....
2/ fy.	Anglo-Johore ... ..	.....	.....	2/ fy.	Merlimau	6/3	.....
17/6	Bakap	1.5.8	50% '10	fy.	Morton Syndicate ... ..	.....	.....
fy.	Banteng ... ..	.....	.....	2/ fy.	Mount Austin ... ..	.....	.....
fy.	Batu Caves	16.10.0	70% '10	14/	Narborough Est. ... ..	.....	25% '10
15/	Batu Kawan ... ..	.....	.....	2/ fy.	North Hummock ... ..	.....	.....
fy.	Batu Tiga	5.0.0	10% '10	fy.	Padang Jawa	5/6	.....
2/ 1/	Batu Selangor ... ..	.....	.....	2/ fy.	Padaia Johore	3.0.9	125% '10
15/	Beruan Rakat ... ..	.....	3% '09	fy.	Pataling ... ..	.....	.....
fy.	Do. Ordinary ... ..	.....	.....	10/	Pelepah (Johore) ... ..	.....	.....
12/6	Bidor ... ..	.....	.....	12/6	Perak	9/-	124% '10
2 fy.	B'lands Selangor ... ..	.....	.....	17/6	Peneiro Est. ... ..	.....	.....
2/ fy.	Bukit Cloh ... ..	.....	.....	19/6	Prye ... ..	.....	10% '09
15/	Bukit Kajang	2.16.6	20/- pm	fy.	Ratanif	2.0.0	.....
2/ fy.	Bukit Mertajam	4/1	.....	15/	Rembia ... ..	.....	.....
Options	Bukit Rajah	16.2.0	25% '10	fy.	Rim ... ..	.....	.....
fy. paid	Bukit Selangor ... ..	.....	.....	41 fy.	R. Est. of Krian ... ..	.....	.....
2/ 3/	Castledell	6.5.0	.....	15/	R. of Johore	11.15.0	.....
fy.	Changkat Salak R. and Tin. ... ..	.....	.....	10/	Sagga	7.10.0	15% '10
2/ fy.	Chersonese	4/4	.....	fy.	Seafield	3.1.0	150% '10
1/	Cheviot ... ..	.....	.....	fy.	Selangor ... ..	.....	.....
2/ 1/6	Cinta Rubber	2.3.0	50% '10	2/ 1/	Selatar Rubber ... ..	.....	.....
2/ fy.	Citely Ordinary	2.3.0	51% '10	fy.	Sempah ... ..	.....	.....
2/ fy.	Do. Preferred	1.8.6	50% '10	2/ fy.	Sendayan	2.5.0 pm	.....
2/ fy.	Consoi Malay	7.12.6	25% '10	15/	Seremban	6.10.0	16% '10
fy.	Damansara ... ..	.....	.....	fy.	Serangoon	3.15.0	10% '10
fy.	Demistown ... ..	.....	.....	fy.	Shelford ... ..	.....	.....
fy.	Eubh. Selangor	13/6	15% '10	2/ fy.	Sigfaring (N. S.)	2.16.6	.....
2/ fy.	Fed. Selangor ... ..	.....	30% '10	15/	Singapore Para	7/8	174% '10
2/ 1/6	Gna. Koo R. Est. ... ..	.....	.....	12/6	Straits (Borneo) ... ..	.....	.....
fy.	Garing (Malacca)	5.10.0	25% '10	fy.	Stratimoro R. ... ..	.....	.....
fy.	Golden Hope	6.17.6	20% '10	fy.	Sungei Bahru	5.2.6	.....
41 fy.	Gua. Kalumpung	5.5.0	20% '10	2/ fy.	Sungei Choh	16/3	254% '10
fy.	H. and Lowlands	14.0.0	100% '09	fy.	Sungei Kapar ... ..	.....	.....
15/	Inch Kenneth ... ..	.....	.....	15/	Sungei Krut ... ..	.....	.....
10/	Johore Para ... ..	.....	.....	2/ fy.	Sungei Lalang	4.5.0	.....
13/6	Jong-Landor ... ..	.....	40% '09	2/ fy.	Sungei Sialk	6.5.0	123% '10
fy.	Jugra (Ordinary) ... ..	.....	.....	fy.	Sungei Way ... ..	.....	.....
17/6	Juru Batates ... ..	.....	.....	fy.	Tangai ... ..	.....	.....
2/ fy.	K'pong Kuantan ... ..	.....	.....	fy.	Third Mile ... ..	.....	.....
2/ 1/	Kamuning "A"	6/-	15% '10	5/ paid	Tromelloy ... ..	.....	10% '10
fy.	Do. ... ..	.....	.....	15/	Utd. Sui Betong ... ..	.....	.....
fy.	Kapar Para	3.10.0	20% '10	5/ paid	Val d'Or Est.	2.0.9	250% '10
fy.	Kellars ... ..	.....	.....	Options	Valambrosa ... ..	.....	.....
fy.	Kopong ... ..	.....	.....	5/ paid	Trust and Finance Companies.	.....	.....
17/6	Killinghall ... ..	.....	.....	Options	Anglo-Straits R. T. ... ..	.....	.....
2/ fy.	Kinta Kallars ... ..	.....	33% '10	Options	Eastern Internat. Trust ... ..	.....	20% '10
fy.	Klanang ... ..	.....	.....	10/	Mid-East Invest ... ..	.....	.....
2/ 1/	Klian-Kollars ... ..	.....	.....	Options	Rubber Plants, Leves. Trust ... ..	.....	20% '10
10/	Keta Tinggi	2.6	.....	10/ paid	R. Share Trust ... ..	.....	.....
fy.	Khota Tampar ... ..	.....	.....	15/	Straits M. & Trust ... ..	.....	.....
16/	Krubong ... ..	.....	.....	fy. paid	India, Ceylon, Borneo, Java and Sumatra.	.....	.....
fy.	Kuala Klang	8.10.0	75% '10	fy.	Anglo-Java ... ..	.....	.....
fy.	Kuala Lumpur ... ..	.....	.....	fy.	Asahan Sumatra ... ..	.....	.....
2/ fy.	Kuala Pah ... ..	.....	.....	17/6	Bangawan R. ... ..	.....	.....
2/ fy.	Kuala Selangor ... ..	.....	.....	12/6	Beaufort ... ..	.....	.....
2/ fy.	Labu	16/6	30% '10	5/	Central Sumatra ... ..	.....	.....
15/	Lanadren	5.10.0	27½% '09	15/	Indian Peninsula ... ..	.....	.....
fy.	Ledbury	4.7.6 pm	.....	fy.	Java Amalgam ... ..	.....	.....
7/6	Lendu	4.0.0	17½% '09	fy.	Kimani ... ..	.....	.....
2/ fy.	Linggi	2.5.0 pm	.....	17/6	Langkon ... ..	.....	.....
2/ fy.	London Asiatic	2.5.0	100% '10	fy.	Marchester ... ..	.....	.....
13/	Lundon East	1.9/3	10% '10	fy.	Nirnah (Java) ... ..	.....	.....
2/ fy.	Madingley Est.	20/- pm	.....	10/	Pontal ... ..	.....	.....
fy.	Malacca 7½ Cum. Partici-	.....	.....	fy.	Sumatra Para	10/9	33½% '10
	paturing Pref	7.0.0	10 '09	2/ fy.	Sumatra Props. ... ..	.....	.....
					United Serdang	8.10.0	5% '10
					Utd. Sumatra	8/6	20% '10

SHIPPING IN PORT

STEAMERS

ANAPA, British st. 2,251, J. H. Park, 7th Dec.—Moji 1st-December, Coal—Samuel Samuels.

CHANGSHA, British st. 2,269, E. Finlayson, 4th Dec.—Melbourne 30th Oct., General—China Navigation Co. Ltd.

DAONI, Norwegian st. 882, P. Selleson, 5th Dec.—Hongay 1st Dec., Coal—Asgard, C. Christner & Co.

EMPEROR OF JAPAN, British st. 3,039, H. Pybas, R.N.E., 2nd Dec.—Vancouver 11th Nov., Mails and General—Canadian Pacific Railway Co.

FATSANG, British st. 1,410, H. S. Malkin, 6th Dec.—Java and Saigon 2nd Dec., Sugar—Jardine, Matheson & Co.

FUKUYA MARU, Japanese st. 1,939, Kuma-waki, 8th December—Moji 3rd December, Coal—Mitsui Bussan Kaisha.

HARGHONV, British st. 999, W. D. Brymer, 25th Nov.—Newchang and Chefoo 19th Nov., General—Butterfield & Swire.

HAWANG, British st. 1,201, G. J. Sprink, 8th Dec.—Wakamatsu 2nd December, Coal—Butterfield & Swire.

HOLHOW, British st. 896, Speed, 6th Dec.—Shanghai 2nd Dec., General—Butterfield & Swire.

HONGKONG MARU, Japanese st. 3,447, H. Hinokuma, 7th Dec.—Coronel and South America 24th Sept., Coal and M'dise.—Toko Kisen Kaisha.

INVERLYDIE, British st. 1,234, Alexander, 5th Dec.—New York 13th Oct., Oil—Standard Oil Co.

ISCHIA, Italian st. 2,480, G. Balisto, 9th Dec.—Lombay 16th Nov., General—Carlawitz & Co.

KOREA, American st. 5,651, J. W. Saunders, 9th Dec.—San Francisco and ports 8th Dec., Mails and General—P. M. S.S. Co.

KUTCHROF, British st. 1,496, Martin, 8th Dec.—Samarang via ports 26th Nov., General—Nam Fat.

LOCKHEV, German st. 1,020, W. Taubert, 2nd December—Bangkok 25th November, Rice and Mail—Butterfield & Swire.

LOONGMOON, German st. 1,245, Andersen, 5th Dec.—Saigon 20th November, General—Hamburg, Anglo-Luise.

MAOHEV, German st. 996, C. Wolff, 9th Nov.—Bangkok and Swatow 8th Nov., Rice and Mail—Butterfield & Swire.

MEIKHO, Chinese st. 1,339, T. Froberg, 6th Dec.—Shanghai 3rd December, General—C. M. S. N. Co.

ONARNO, British st. 1,751, E. J. Butler, 25th Nov.—Oueuwaingao 19th Nov., Coal—Jardine, Matheson & Co.

PANAMA MARU, Japanese st. 6,500, K. Mato, 1st Dec.—Shanghai 28th Nov., Flour and Matches, &c.—30th November, Kaisha.

PROGRESS, Norwegian st. 1,024, H. G. Lansen, 23rd Nov.—Wuhu 18th and Chinkiang 19th Nov., Rice—Order.

SAMSEN, German st. 1,234, Petersen, 9th Dec.—Bangkok and Swatow 8th Dec., Rice and

TAMING, British str. 1,350, G. H. Pennesfather, 28th Nov.—Manila 25th Nov., General—Butterfield & Swire.

TELENA, British str. 2,768, Stratton, 27th Nov.—Edin Pappan 19th Nov., Kerosene Oil—Asiatic Petroleum & Co.

ULV, Norwegian str. 882, J. Pedersen, 2nd Dec.—Dainy 24th Nov., Beans—Angard, Thorsen & Co.

WASHINGTON, German str. 2,559, C. Siegel, 9th Nov.—New York 3rd Sept., Petroleum in bulk—Standard Oil Co.

WUHU, British str. 1,227, J. Maathel, 27th Nov.—Chefoo 22nd November, General—Butterfield & Swire.

SAILING VESSEL.

JUTEOPOLIS, British 4-masted barque, 2,532, F. Downe, 16th Nov.—New York 16th June, Case oil—Standard Oil Co.

HONGKONG TIDE TABLE.
From December 11th to 17th, 1910.

HIGH WATER.				LOW WATER.			
Day of Month.	Hour of Day.	Height from Mean Time.	Height.	Day of Month.	Hour of Day.	Height from Mean Time.	Height.
Nov. 13	10	10 38	11. 6	11	11	11 11	10. 6
Wed. 18	10	6 32	9 7	12	9	9 57	8 1
Thurs. 19	10	6 41	8 5	13	10	10 5	9 2
10	10	7 45	5 4	14	10	10 14	8 3
11	10	7 54	7 7	15	11	11 1	8 1
12	10	8 5	8 3	16	12	12 3	8 8
13	10	9 5	5 1	17	1	1 3	8 6
14	10	10 3	5 6	18	2	2 3	8 9
15	10	11 3	4 8	19	3	3 3	8 7
16	10	12 3	7 7	20	4	4 3	8 9
17	10	10 10	8 6				

HONGKONG METEOROLOGICAL.
REGISTER.

Hongkong Observatory, December 11th

	Previous Day at 6 p.m.	On Date 10 a.m.	On Date at 6 p.m.
Barometer	30.12	30.27	30.19
Temperature ..	64	63	68
Humidity	62	64	74
Wind Direction	N.E	North	East
Force	0	0	0
Weather	o	o	o
Rain	o	o	o

Highest open air Temperature on 10th.....56
Lowest open air Temperature on 10th.....53

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AVERAGE MARKET PRICES

[illegible]

~~1st~~ Pineapple Cooking only...2nd " -

Tai Tai-Tai-Plantains	3
Luk Yau-Pumelo, Anny	each	—
China Lo Lok Tau-Famelo, Salm, Id.	.....	14
San Choo To-Walnuts, Pango	lb.	17
Hop To-Waluata, Gamo .....	.....	12
Shanghai Lu Kwat .....	.....	—
Vietnamais, &c.	.....	—
上海Yeh-Shang Hai Ya-Chi Chuik-	.....	—
Ardichoke, Shanghai .....	.....	7
菜豆Luot Shui-Celery, Indus .....	.....	8
笋竹Ngak Shun-Bamboo Shoot	lb.	—
Chua Tsai-Beans, Sprout .....	.....	3
菜豆Tsu Kok—"Long"	"	10
Mint Tsa	Broad	—
Poa Tsau	French, "Shai"	7
C Moen Bin Tsa-Beans,	.....	—
Hung Tsai Hot Sho .....	.....	6
Kia Mai-(Cranberry) .....	.....	4
Kuan Sha-To-tail .....	.....	4
Jin Jiao-Hicnajas Green .....	.....	6
Yuen Ko	Rod	9
Pak Teoi-Cabbage .....	.....	6
Ghai Mei-Trai-Cabbages Chinese .....	.....	3
菜豆Ghai Mei-Trai-Singapore .....	.....	7
菜豆Kan Shan-Carrots .....	.....	6
花菜Ye Toi Pa-Qaulidior	each 6 ...	—
花菜Ye Toi Fa-"Large Size" .....	.....	1
花菜Cheong To Toi Fa-Caulidior etc.	.....	8
菜豆Mo Lai Siz .....	.....	8
菜豆Yang Chun Tel-el-Celery, Indus	b.	—
及豆Fw Kwa-Bitter Squash .....	.....	10
葱Kun Lai-Chilies, Dried .....	.....	8
Tsing Lai Tsai-Gonies, Green .....	.....	8
Hung Lai Tsai-Chilies, Red .....	.....	8
Tsing Fwa-Casumblers .....	.....	2
材料Wet Lait-Liquor	English	—
蒜苗Shue Tsai-Jarvis .....	.....	8
老薑Lo Keung-Ginger, old .....	.....	8
生薑Tsing Keung-Ginger, young .....	.....	9
豉青Teing Taa-Green Peas .....	.....	9
黃瓜Kan Lik-Kee Radish, Shai	lb.	16
菜豆Young Hong Tel-el-Lettuce	Plants 4 ..	—
菜豆Mung Melon .....	.....	1
菇草Sheng Tao Ku-Mushrooms	fresh	10
煎鹽Young Te'ang Tsau-Onions .....	.....	7
蔥主Shang Tsuing-Onions	Bombay ..	4
鮮日本Yat Fun Te'ang Tsau-Onions	Japanese ..	—
國產Shang Tsung Tsau-Japons	Shanghai ..	5
茄毛Mé ka-Olroed .....	.....	3
荷蘭芹Young Yeua Si-Parley, Eng .....	.....	1
伊羅蘭Poonchoo Lay Tsai	Chinese ..	3
上仔番Shanghai Shui Tsai-Potatoes	Shanghai ..	—
伊番本日Yat PanSha Tsai-Potatoes	Japanese ..	—
伊番門日Ma Ma Sha Tsai-Potatoes .....	.....	—
伊番漢水Fa Kae	American ..	5
番薯Fan Shu-Potatoes, Sweet .....	.....	3
瓜冬Tung Kwa-Pumpkin .....	.....	3
菜仔節Chi Tsai Teoi-Parules .....	.....	—
白胡椒Huang Tsai Tsai-Jadiah .....	.....	7
什貨雜貨Kin Tsai Tsai-Yalaots .....	.....	7
頭芽Pa Tsai-Doros .....	.....	8
菜干Pan Kau-Domatoes .....	.....	5
角豆Lan kok-Spinach .....	.....	7
腐菜Liag tsai-Pak-Turnips .....	.....	2
豆腐Toit Kai-Vegotable Marlow .....	.....	8
慈菇Ma Tsai-Water Chestnuts	Common ..	5
荔枝絲Kwei Lou Ma Tsai-Water	Chestnuts ..	5
菜厚肉Sai Young Urei-Water Cresses	5
白菜Tsai Shu-Yams	Sago	5

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**W. BOWEN-BOWLINGS,
Secretary, Sanitary Board.**

MEN OF WAR ON THE CHINA AND JAPAN STATION.

BRITISH

- Alacrity, despatch boat, 700 tons, 4 guns, Lt.-Comdr. F. H. Nobles.
- N.V.O., Anchorage.
- Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain E. B. Kidd.
- Hongkong.
- Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Master St. West, Hongkong.
- Bramble, gunboat 710 tons, 900 i.h.p., Lieut. Comdr. B. G. Washington, Shanghai.
- Britemart, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. R. H. Donovon, Amoy.
- Cadmus, British frigate, 1,070 tons, 1,400 i.h.p., Comdr. H. Lyness, cruising.
- Chorus, water tank and tug, 390 tons, l.i.h.p. 34 h.p., Master W. Smith, Hongkong.
- Clio, British sloops, 1,070 tons, l.i.h.p. 1,400 h.p., Comdr. H.B. Vesle, cruising.
- Famee, torpedo-boat destroyer, 340 tons, guns, 5,700 i.h.p., Lt.-Comdr. C. B. Lane.
- Hongkong.
- Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholson.
- Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. B. J. D. Gunder.
- V.C.H., Hongkong.
- Iart, torpedo-boat destroyer, 295 tons 6 guns, 4,000 i.h.p., Lieut.-Comdr. H. S. Moncreaf.
- Hongkong.
- Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt.-Comdr. G. O. Heathcote.
- Hongkong.
- Kent, armoured cruiser, 9,800 tons, 14 guns, £100,000, Capt. St. J. Farquhar.
- Hongkong.
- Kimhae, river gunboat, 615 tons, i.l.gts. 1,230 h.p., Lieut.-Comdr. T. S. Lyne, Yangtze.
- Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. C. C. Learmonth, Kudat, B.M.S. Sandakan.
- Vincitor, armoured cruiser (flagship V.C.I.), Admiral Sir A. L. Winsloe, K.C.I.E., C.V.O. (C.M.G.), 14,600 tons, i.l.gts. 27,000 h.p., Act.-Capt. A. M. Hunter, Hongkong.
- Monarch, armoured cruiser, 9,800 tons, i.l.gts. 22,000, Captain H. I. P. Heard, Hongkong.
- Moorhen, river gunboat, 180 tons, 2 guns, i.l.h.p. 300, Lieut.-Comdr. G. P. Leitner.
- Hongkong.
- Newcastle, 2nd class cruiser, 4,800 tons, turbine engines, Captain George P. E. Hunt, D.S.O., Singapore.
- Nightingale, river gunboat, 65 tons, 240 h.p., Lt.-Comdr. Claude Hillierdale-Woodward, N.Y.K. Yangtze.
- Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. Lambie, Hongkong.
- Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Cosmo A. O. Douglas, Wei River.
- Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. E. J. Southey, West River.
- Snipe, river gunboat, 85 tons, 2 guns 240 h.p., Lieut.-Comdr. John Michael Barker, Yan River.
- Tahn, torpedo boat destroyer, 325 tons, 6 guns, 6,000, Gunner E. J. Trillo, R.N., Hon.

Virago, torpedo-boat destroyer, 395 tons, 6 guns,

Hongkong.

Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. R. L. Hanson, en route to Hongkong.

Whiting, torpedo-boat destroyer, 350 tons, 5 guns, 5,500 h.p., Lieut.-Comdr. G. B. Hunt, Hongkong.

Wildgeon, gunboat 195 tons, 2 guns, 800 h.p., Lt.-Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. B. P. Brooke, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. F. A. Mulock, Yangtze.

AUSTRIAN.

Kaiserin Elisabeth, Austrian protected cruiser 4,093, Frigatekapitän Oskar Huss, Northern Waters.

Panther, third class cruiser, 1,630 tons, Frigatekapitän, Theodor Skerl Eil. von Schmidheim.

FRENCH.

Achéron, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bortezand, Saigon.

Albatros, class cruiser, 4,320 tons, 23 guns, 5,100 h.p., Commandeur Bourrier, Hongkong.

Alouette, gunboat, 506 tons, 7 guns, 400 h.p., Commandeur Badin, Saigon.

Argus, river gunboat, 137 tons, 6 guns, 570 h.p., Lieut. Andouard.

Batonnetto, gunboat.

Camarero, gunboat, 140 tons, Reserve, Saigon.

Carondelet, gunboat, 184 tons, Reserve, Saigon.

Désolée, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Linares, Shanghai.

Dupetit, armoured cruiser, 7,575 tons, 35 guns, 17,000 h.p.

Duxis, armoured cruiser, 7,575 tons, 35 guns, 17,000 h.p.

D'Therville, gunboat.

Eclat, gunboat, 141 tons, Reserve, Haiphong.

Eclairage, sub-marine, 70 tons, 60 h.p., Lieut. Cambet, Saigon.

Fronde, destroyer, 330 tons, 7 guns, 6,300 h.p., Saigon.

Haut-Eclair, river gunboat, 150 tons, 6 guns, 1,000 h.p., Haiphong.

Lynx, sub-marine, 70 tons, 60 h.p., Lieut. Marra, Saigon.

Montcalm, armoured cruiser, (destroyer), 9,167 tons, 36 guns, 19,000 h.p., Rear Admiral de la Croix de Castries (Commander-in-Chief).

Musette, surveying-ship, 1,625 tons, 10 guns, 900 h.p., Commandeur Bagot de la Touche, Saigon.

Mouquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commandeur de la Roche Kerandron, Saigon.

Océ, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. du Malakoffille, Upper Yangtze.

Paiho, river gunboat, 130 tons, 4 guns, 280 h.p., Lieut. Pasch, Tongka.

Paris, sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon.

Pistolet, destroyer, 330 tons, 7 guns, 7,000 h.p., Commandeur Mortelau, Hongkong.

Pras, sub-marine, 70 tons, 60 h.p., Lieut. Morris, Saigon.

Ridoutable, battleship (reserve), 9,371 tons, 37 guns, 6,270 h.p., Capt. Drouot, Saigon.

Styx, armoured gunboat, 1,300 tons, 9 guns, 1,600 h.p., Lieut. Siret, Saigon.

Takou, destroyer, 330 tons, 6 guns, 6,500 h.p., In Reserve, Saigon.

Vauban, torpedo-boat, Commandeur Mortelau, Hongkong.

Vétéran, torpedo-boat, Lieut. Bihel, Cap Saint-Jacques.

Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Ducaulou, Sikiang.

GERMAN.

Acrona, cruiser, 2,719 tons, Captain von Hippel.

Itis, gunboat, 1,300 tons, 10 guns, h.p., Captain Lenz.

Jaguar, gunboat, 800 tons, 10 guns, 1,390 h.p., Captain Graf von Posadowsky-Wehner.

Leipzig, cruiser, Captain Bagel.

Luena, gunboat 850 tons, 10 guns, 1,341 h.p., Captain Bülken.

Lobachovsk, armoured cruiser (destroyer), 11,425 tons, 52 guns, 26,030 h.p., Kapitän zur See Mass.

Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 6,030 h.p., Kommandant Kolb, Captain Bortman.

Torpedo boat "Agas", Captain Lieut. Hayden.

Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain v. Koss.

Tsingtau, gunboat, 171 tons, 5 guns, 1,300 h.p., Captain Ross.

Vaterland, gunboat, — tons, 3 guns, 500 h.p., Captain Toussaint.

ITALIAN.

Calabria, protected cruiser, 2,428 tons, 23 guns, 4,000 h.p., Captain Maria Casanovici di Lencina.

Faghi, protected cruiser, 2,498 tons, 26 guns, 7,000 h.p., Capitano Gaspari Vignani Micheli Lorenza.

PORTUGUESE.

Patris, gunboat, 700 tons, Captain J. A. Freixo.

Rafinha D. Amalia, cruiser, 1,800 tons, Captain C. Lima.

Vaso da Gama, cruiser, 3,032 tons, Capitão Augusto José de Almeida.

UNITED STATES.

Albany, cruiser, 3,000 tons, Comdr. S. Williams.

Araya, gunboat, Lieut.-Comdr. Miff H. Siguer.

Balmbriga, destroyer, 7 guns and 2 torpedo tubes, Destroyer Lloyd W. Townsend.

Barry, destroyer, 420 tons, Ens. Edmund S. Root.

Callao, gunboat, 243 tons, Ens. J. R. Murrinson.

Cleveland, cruiser 3,200 tons, Comander Hugh Rodman, Shanghai.

Charleston, battleship (destroyer), 9,703 tons, 16 guns, 21,000 h.p., Comdr. John H. Gibbins, Shanghai.

Chatanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai.

Chancock, destroyer, 420 tons, Ens. L. N. McNair.

Dale, destroyer, 420 tons, Lieut. Herbert H. Michael.

Denver, cruiser, 3,200 tons, Comdr. Edward E. Cagohart, Shanghai.

Galveston, cruiser, 3,200 tons, Commander John A. Hoogerwerf, Manila.

Halona, gunboat, 1,392 tons, Comdr. Ruben C. Bittler, Shanghai.

Minora, gunboat, Lieut. George M. Baum.

Mohican (station ship), Commander C. R. Salisbury.

Monterey, monitor, 4,000 tons, Lt. D. W. Todd.

CHINESE.

Nanchang, gunboat, 1,577 tons, W. D. Parleaux.

New Orleans, cruiser, 3,420 tons, Comdr. Roger Wolles.

New York, cruiser (destroyer), Comdr. J. P. Jayne.

Paraguay, gunboat, Ensign Roy L. Lowman.

Pennsylvania, armoured cruiser, 13,880 tons, Capt. A. Ward.

Pompe, collier, 1,600 tons, James D. Linett.

Purpoise, 125 tons, 140 h.p., Ens. Kenno.

Whiting.

Rainbow, cruiser, 6,026 tons, Comdr. A. O.

BARCLAY, PERKINS' FAMOUS LONDON STOUT.



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in
ENGLAND.

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EVERYWHERE.

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PRIVATE RESIDENTS AT THE OUTPORTS
A Comprehensive and Complete Record
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NEWS OF THE FAR EAST.
is given in the
**HONGKONG WEEKLY
PRESS.**

with which is incorporated
THE CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12 per
annum. Postage \$2 to any part
of the World.

VESSELS EXPECTED.

THE INDIAN MAIL.
The Apsara, str. Lehigh, carrying the German
Mail, with dates from Berlin of the 16th ult.,
left Singapore on the 5th inst., and may be expected
here to-day.

The Indo-China str. Kulsang from Calcutta
and the Straits left Singapore for this port on
the 6th inst.

The Indo-China str. Laisang left Calcutta for
the Straits and Hongkong on the 1st inst., and
is due here about the 17th inst.

THE GERMAN MAIL.
The I.G.M. str. Guelph, carrying the German
Mail with dates from Berlin of the 16th ult.,
left Singapore on the 10th inst., at 10 a.m.,
and may be expected here on or about the 14th
inst., at night.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. Empress of China left
Vancouver on the 1st inst. p.m. for Hongkong
via usual ports of call.

THE AUSTRALIAN MAIL.
The E. & A. str. Aldenham, left Sydney on
the 3rd inst. for this port, via Queensland Ports
and Manila.

The N.Y.K. str. Nihon Maru (Australian
Line) left Thursday Island for this port via
Manila on the 8th inst., and is expected here
on the 19th inst.

THE AMERICAN MAIL.
The P. M. S.S. Co. str. Siberia sailed from
San Francisco on the 29th ultimo for Hong-
kong, via Honolulu, Yokohama, Kobe, Nagasaki
and Manila, and is due to arrive at Hongkong
on the 30th inst.

The P. M. S.S. Co. str. China sailed from
San Francisco on the 6th inst. en route to
Hongkong, via Honolulu, Yokohama, Kobe,
Nagasaki and Shanghai, being due to arrive at
this port on the 3rd prox.

MERCHANT STEAMERS.
The "Shire" Line str. Pembrokehire from
London, left Singapore for Hongkong on the
4th inst. at noon, and may be expected to
arrive here to-day.

The North German Lloyd str. Borneo left
Sandakan on the 6th inst. p.m., and may be
expected here to-day.

The N.Y.K. str. Ceylon Maru (Bombay Line)
left Singapore for this port on the 5th inst.,
and is expected here to-day.

The Danish str. Siam left Saigon on the 1st
inst., and may be expected here to-morrow.
The American Asiatic S.S. Co.'s str. Indra-
deo left Singapore on the 7th inst., and is due
here to-morrow p.m.

The H.A. Line str. Scandia left Singapore
on the 7th inst., at noon, and may be expected
here on or about the 14th inst.

The O.S.K. str. Seattle Maru from Tacoma,
arrived at Yokohama on the 1st inst., and
is expected to arrive here on or about the 13th
inst., via Manila.

The T.K.K. str. Nippon Maru sails from
San Francisco on the 22nd ultimo, for Hong-
kong, via Honolulu, Yokohama, Kobe, Nagasaki
and Shanghai, and is due to arrive at this port
on the 20th inst.

The O.S.K. str. Mexico Maru left Tacoma
for this port on the 26th ultimo, and is ex-
pected to arrive here on or about the 29th
inst., via Japan and Shanghai.

The American & Manchuria Line's str. Kioto
left New York on the 10th ult., and is due here
on or about the 1st prox.

The str. Glenloch left London on the 5th
ult., and is due here on or about the 3rd prox.

The T.K.K. str. Kiyo Maru left Calcutta for
this port via Mexican ports, Honolulu, and
Japan ports on the 30th ultimo.

The P. & A. S.S. Co.'s str. Strath-
allan sails from Portland on the 15th inst.,
via Japan ports for Hongkong.

WEI-HAI-WEI SCHOOL.

(Continued from Page 5.)

CHAIRMAN'S REMARKS

His Honor the Commissioner, SIR JAMES STEWART LOCKHART, said that he felt diffident in appearing before them that day, because it was the third occasion on which he had had the honor to come before them and try to tell them something about education. They all knew the old saying that the ancients had stolen all the best ideas. There was very little originality in the world. Even the latest smart hat was only a later edition of a former glory, the only undying concomitant of it being the sweat face under it which was now left to imagination. He had therefore nothing original to say, but he hoped he might be allowed to make some remarks on the report which Mr. Beer had just read. In the first place he congratulated the school on the numbers it had reached (cheers). The pupils had increased from 44 last year to 55 this year. He remembered that on the first occasion on which he distributed the prizes there were only a very few pupils, and that was not so many years ago. Now the number had more than quadrupled (cheers). He congratulated the boys who had passed their examinations in that awful boggy examination. He hoped that their efforts would be attended with the same success in future, and that victory would always be theirs (cheers). He believed there were certain difficulties in the way of their taking the Oxford or Cambridge Local Examinations, but he hoped that they would be got over, and he felt sure that the Wei-hai-wei boys would be as successful in these examinations, as they had been in those they had passed. He was pleased to hear of the success of Grumble (cheers). As a father, he thought that Mr. Grumble had a great deal to do with that success. There was such a thing as heredity, and he knew the grandfather, father and the son. Mr. Grumble was an excellent swimmer, cricketer and footballer, and also excelled in music. Not unnaturally the son has followed in the paternal footsteps. They would agree with him that fathers should not be forgotten at these occasions. If a man had good forebears, the chances were that his son would be good also. The boys would be fathers themselves one day, and their qualities might be reproduced in their sons. They should strive to acquire qualities which would be a credit to themselves and those who would come after them. "The Child is Father of the man" and the qualities acquired in youth are those that will be of importance throughout life (hear, hear). He was glad that the school was becoming more and more a preparatory school which, he thought, would tend to make it still more successful in the future. His Honor then commented on the outdoor life side of education. He was very gratified to find how well the scouting movement had developed. The movement was important in helping to build up the character of the boy; it taught a boy initiative, resource, independence, self-reliance. He had to rely on himself in this world, where he would find that the Lord helps those that help themselves. The success of the movement was due to the energy of the Scoutmaster, Mr. Craddock (cheers), and he congratulated him on receiving his warrant as Scoutmaster from General Sir Baden-Powell, and also the troop on being registered at Headquarters (cheers). One of the chief functions of a scout was, he believed, to make captures; and Inspector Craddock, who had helped in the scouting movement, had proved himself a good scout. He had made a brilliant capture which, they would probably hear about next year. He congratulated the boys who had swum to the Island (cheers), a distance of 3,000 yds.—and was glad to see his friend Mengons was amongst them. Swimming taught them endurance, never to say die though fatigued and weary. He remembered when he was their age swimming a mile and being very proud of himself, but his performance was as nothing compared with the feat they had accomplished. He remembered a previous boy, named Martinson, who was, he thought, among the first to swim to the Island, and he was glad the present boys were not exactly following in his footsteps, but swimming in his wake—(hear, hear). Mr. Beer had referred to the health of the school. It was a matter in which everybody must take special interest. In fact, he regarded the health of the school as an indication of the health of the community. Wei-hai-wei was an extremely healthy place—so healthy that when a case of sickness occurred, it was at once magnified into an epidemic! He had been reading a most entertaining book called "The Lion and the Dragon in North China" by Mr. Johnston, the District Officer of Wei-hai-wei, which had just been published, and which contained much of great interest concerning Wei-hai-wei. He would like to quote a few words from it regarding the school—"It would be difficult anywhere in Asia to find a healthier place for a school, and certainly on the coast of China, the site is peerless" (hear, hear). In addition to being situated so favorably the school was most fortunate in the possession of Mrs. Hamblin, as Matron, whose care of the boys undoubtedly contributed largely to their excellent health. They had already appreciated the mention of her name, and he thought she deserved a better place in the school (cheers). He was glad to hear there was a prospect of a Girls' School and the Government was naturally only too ready to encourage such a scheme, and was prepared with its usual self-sacrificing spirit to give the use of a commodious building, at present empty, at a reasonable rent (hear, hear). With the article in the Times, quoted by Mr. Beer, on schools and schoolmasters he did not entirely agree. He did not consider that a schoolmaster was looked down upon and not properly esteemed in this world. They all looked back upon their old school and the masters, who had taught them, with affection and esteem, and very properly so since they all owed so much to their old masters. But he did agree with what the writer said about luxury. They were living in a most luxurious age and the luxurious pampering of the young would lead to great dangers to their country if unchecked. He quoted:—

"The Devil row is wiser than of yore
And tempts by making rich, not making poor."

He was sure the boys enjoyed their "tuck" far more when they did not have too much of it. You can have too much of a good thing even in the way of "tuck." He hoped that the Wei-hai-wei boys would never be known as the pampered creatures of a luxurious age (loud cheers).

PRIZE LIST.

Form V.—Dux Prize, E. G. Lamert
Improvement Prize, J. H. Mengons
Form IV.—Dux Prize, J. J. Roche
Improvement Prize, K. F. Erskine
Form III.—Dux Prize, C. I. Stapleton
Improvement Prize, A. B. Lello
Form II.—Dux Prize, C. Armstrong
Improvement Prize, E. C. Hill
Form I.—Dux Prize, Midford Beer
Improvement Prize, H. Smith
Conduct Medal, K. F. Erskine

The tests for the Commissioner's prize for the best all-round scout were completed subsequently to the Prize Distribution, the winner being J. Martin.

NOTICE TO THOSE INTERESTED IN CIVIL ENGINEERING WORK.

THE FOLLOWING SURPLUS MATERIAL FROM CONSTRUCTIONAL
WORK AT THE
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IS NOW FOR SALE.

Portable Locomotive Boilers and Engines.
Marine Boilers Complete.
Vertical Steam Engine, Rope Drive
"Plenty" Engine and Dynamo.
Vertical Feed Donkey.
Portable Stone Breaker and Auto Scraping
and Loading Machine.
Stone Crushers.
Cement Mixer.
Pneumatic Pumps.
Duplex Steam Pumps.
Duplex Feed Pump.
Double Acting Pump, single Cylinder.
Ballast Pump.
Hercules Pump.
Gwynne's Pump.
Plunger Pump.
3-Throw Ram Pump.
Single Centrifugal Pump with Engine.
Single Centrifugal Pump with Pulleys and
Shafting.
Double Centrifugal Pump with Pulleys and
Shafting.
Centrifugal Pump with Pulleys.

12" Expansion Joints for Centrifugal Pump.
c. i. Foot Valves for Centrifugal Pumps 9" and
12" Diameter.
Rocker Pump Engine.
Steam Winch.
Steam Pile Driving Winch.
Winch for Pile Driving.
Motor Driven Winch with Controller.
Large Pile Driving Steam Hammer.
Small Pile Driving Steam Hammer.
Two ton Hand Cranes.
Tip Waggon and a Number of Carriages for
same.
Iron Skip Buckets.
c. s. Tyrod Wheels without Axles.
c. s. Tyrod Wheels with Axles.
c. s. Wheels and Axles without Tyres.
14 lb. Balls with Iron Ties.
40 lb. Balls.
Flanged Steel Piping.
Railway Sleepers.
Hardwood Corn Bars.
3" Boarding.
Six-Sheave Blocks.
12" c. i. Right Angle Bend.

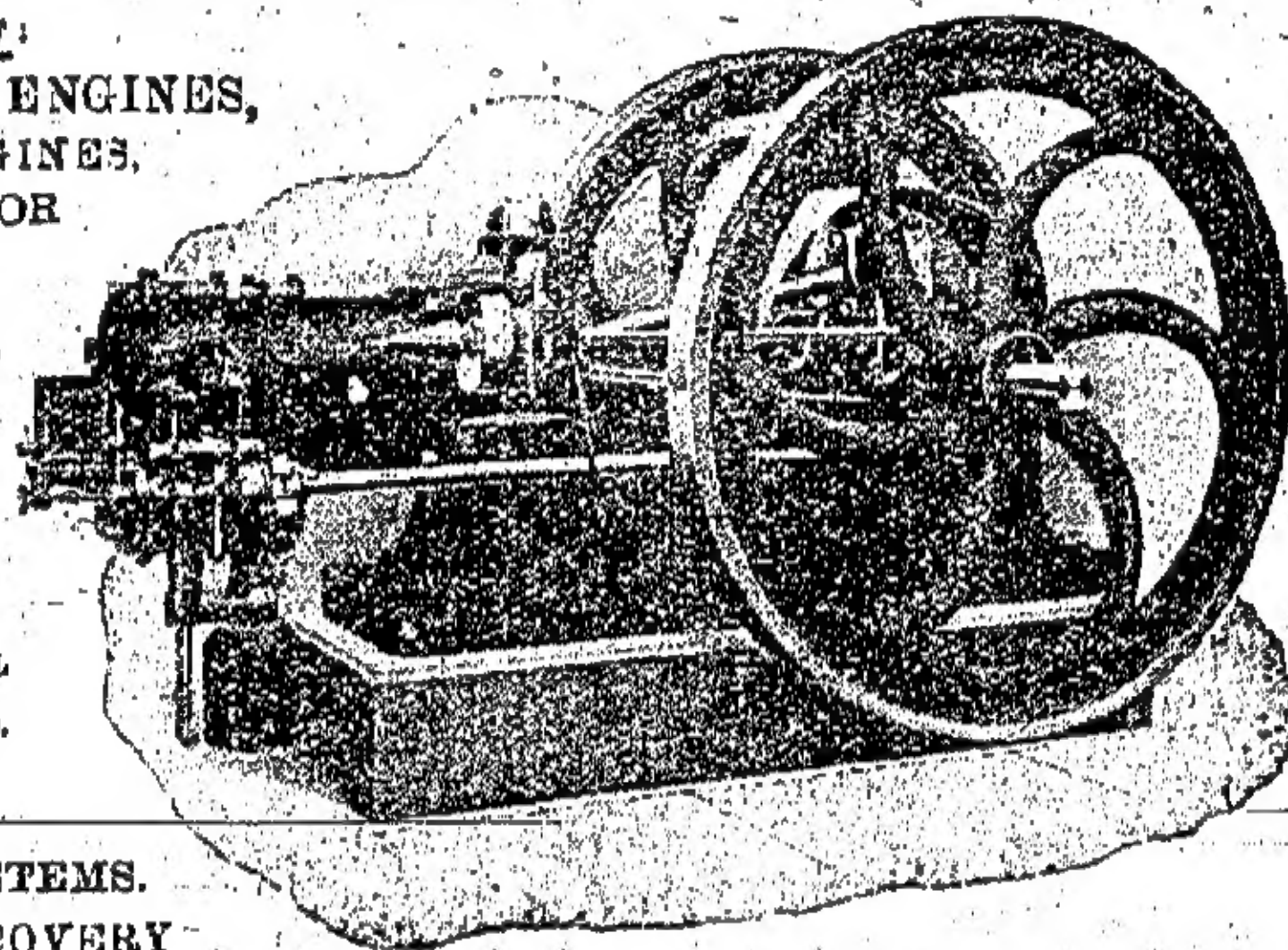
Enquiries and offers should be addressed to the undersigned, who will be pleased to supply further particulars if necessary.

Hongkong, 3rd October, 1910.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.
[1137]

CROSSLEY BROTHERS, LTD. OPENSHAW, MANCHESTER.

MAKERS OF:
GAS & OIL ENGINES,
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CARS,
GAS PLANTS
FOR
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HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT
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NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STAMERS	TONS	TO SAIL
KOBE & YOKOHAMA ...	"COBLENZ"	6,750	About 13th December.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST"	17,000	Wed'ay, 14th Dec., at Noon.
SHANGHAI, TSINGTAU, KOBE YOKOHAMA ...	"GOEBEN"	17,300	About 14th December
KUDAT & SANDAKAN ...	"BORNEO"	5,050	Middle of Dec.
MANILA, YAP, MARONN, SAMA- RAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE ...	"COBLENZ"	6,750	Saturday, 31st Dec., at D'light.

All the Steamers of the European Line are fitted with Wireless Telegraphy. Now
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**NORDDEUTSCHER LLOYD,
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GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 5th December, 1910.

PASSENGER SEASON 1911.

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	DISPLACEMENT.	
"PRINZESS ALICE"—	20,300	ON MARCH 22ND.
Capt. P. GROSCH.		
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Capt. B. WILHELM.		
"KLEIST"—	17,000	ON APRIL 19TH.
Capt. O. FAHNKE.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
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Early booking recommended.
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Hongkong, 10th November, 1910.

MELCHERS & Co.,
GENERAL AGENTS.
[1062]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

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TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PARIS
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Tons	Steamer	Tons	
DELHI	8000	MANTUA	11000	March 4
ARCADIA	7000	MALWA	11000	March 13
ASSAYE	7500	MACE DONIA	16500	March 24
MARMORA	10500	(Through Steamer		April 7
		calling at Bombay)		April 15
DEVANHA	8000	MOLDAVIA	10000	April 29
DELHI	8000	MONGOLIA	10000	May 5
ASSAYE	7500	MOREA	11000	May 13
DELTA	8000	MOOLTAN	10000	May 27
				June 2
				June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also
to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERME DITE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Due
	HONGKONG	LONDON
	about	about
* SUNDIA	January 25	March 11
* NUBIA	February 8	March 25
* SYRIA	March 8	April 24
* NORE	March 22	May 2
* PALAWAN	April 5	May 23
* BORNEO	April 19	June 5
* SICILIA	May 3	June 19
* SUMATRA	May 31	July 17
* NILE	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (including Surtax):

1st SALOON £55.0 SINGLE £82.10 RETURN.

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* Carry 1st and 2nd Saloon Passengers.

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STEAMERS. TONS. SAILING DATES.

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* CHYUO MARU

* MONGOLIA

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All Steamers are Equipped with Wireless Telegraphy.

THE S.S. "KOREA" will be despatched for SAN FRANCISCO VIA
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on
SATURDAY, 17th December, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX
MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS
ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officers of any European Naval, Military, Diplomatic, Consular
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of China and Japan, to United States Points, Commissioned Officers of the United States
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Special Rates apply when travelling at their own expense and to their families. To all points:
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INTERMEDIATE SERVICE.

CHINA.....10,200 Tons.....SATURDAY, 14th Jan., at 1 P.M.

ASIA.....9,500 Tons.....SATURDAY, 4th Feb., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI
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On the Fine MAIL Steamers, ASIA and CHINA, FIRST CLASS,
SALOON SERVICE is furnished at Intermediate Rates.

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HONGKONG TO SAN FRANCISCO: via New York, £45.

Through Bills of Lading issued to Japan, North, Central and South American Ports.
For further information as to Passage and Freight, apply to the Agency of the Companies,
King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

[1227]

PORTLAND & ASIATIC S.S. CO.

OREGON RAILROAD & NAVIGATION CO.

For: PORTLAND, VIA MANILA, MOJI, KOBE & YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP TONS. CAPTAIN TO SAIL.

"HERCULES"

On 17th Dec., at Noon.

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

FRED J. HALTON, AGENT.

King's Building (Opposite Blake Pier).

[1228]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBÉ, SUNDAY and YOKOHAMA	DEVANHA Capt. R. A. Fothergill	About 16th Dec.	Freight and Passage.
SHANGHAI	DEVANHA Capt. H. Powell	About 23rd Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	HIMALAYA Capt. L. E. S. Spicer, R.N.R.	Noon, 24th Dec.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	SOMALI Capt. A. G. Cubitt, R.N.R.	About 28th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, NUBIA and YOKOHAMA	NUBIA Capt. F. J. Fox	About 30th Dec.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th December, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
HONGKONG	"SINGAPORE"	On 13th Dec., 10 A.M.
MANILA	"TEAN"	On 13th Dec., 4 P.M.
SHANGHAI	"CHINHUA"	On 15th Dec., 4 P.M.
LOILOLO & CEBU	"SUNGKIANG"	On 17th Dec., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 19th Dec., 4 P.M.
MANILA	"TAMING"	On 20th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers leave Passengers in Shanghai, avoiding the inconvenience of transhipment at Wocung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

Hongkong, 13th December, 1910

BUTTERFIELD & SWIRE,

AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHEW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	TUESDAY, 13th Dec., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 20th Dec., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 10th December 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBÉ	"SIAM"	On 15th December.
SHANGHAI, YOKOHAMA and KOBÉ	"INDIEN"	Beginning of Jan.
COPENHAGEN and BALTIC PORTS	"SIAM"	About middle of Jan.

For Further Particulars apply to

MELCHERS & CO.,

Hongkong, 5th November 1910

AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBÉ & MOJI	"KUTSANG"	Wednesday, 14th Dec., Noon.
KOBÉ & MOJI	"FAUSANG"	Thursday, 15th Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 17th Dec., Noon.
MANILA	"YUENSANG"	Saturday, 17th Dec., Noon.
MANILA	"WINGSANG"	Saturday, 24th Dec., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FAUSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chasoo, Tientsin & Newchwang.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd.,

Hongkong, 12th December, 1910.

GENERAL MANAGER.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

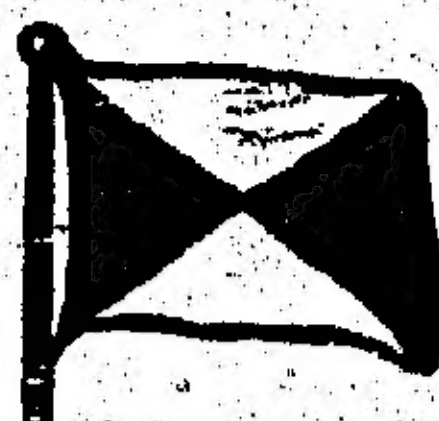
DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"PEKING"	On 13th December.
MARSEILLES & COPENHAGEN	"CANTON"	On 20th December.
SHANGHAI, YOKOHAMA & KOBÉ	"NIPPON"	On 22nd December.

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

OLEF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

Hongkong, 25th November, 1910.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Iloilo & Cebu	On 21st Dec., 4 P.M.
ZAFIRO	4000	E. Rico	Manila, Cebu & Iloilo	On 28th Dec., 4 P.M.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,

General Managers,
PHILIPPINES S.S. Co.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBÉ & YOKOHAMA:

S.S. SCANDIA	15th Dec.
S.S. SLAVONIA	50th Dec.
S.S. SEGOVIA	12th Jan.
S.S. SAMBLA	28th Jan.
S.S. SILESIA	10th Feb.
S.S. PREUSSEN	27th Feb.
S.S. BRENFELS	12th March

For Further Particulars, apply to—

HOMeward.

For ROTTERDAM, ANTWERP & HAMBURG:	S.S. DULGARIA	16th Dec.
For MARSEILLES, HAMBURG & ANTWERP:	S.S. SITHONIA	21st Dec.
For HAVRE, ROTTERDAM & HAMBURG:	S.S. ALABIA	24th Dec.
For HAVRE, BREMEN & HAMBURG:	S.S. BRASILLIA	3rd Jan.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BRISGAVIA	9th Jan.
For HAVRE, BREMEN & HAMBURG:	S.S. SCANDIA	15th Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 10th December 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	11,000 tons gross	Sail Dec. 21st, 1910.
S.S. KIYO MARU	11,200 "	Feb. 18th, 1911.
S.S. BUYO MARU	10,500 "	April 19th, 1911.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 25th November, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA VIA SHANGHAI, MOJI, KOBÉ and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 13th Dec., at Noon
VICTORIA, B.C. & TACOMA VIA NAGASAKI, MOJI, KOBÉ and YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 28th Dec., at Noon

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
SHANGHAI VIA SWATOW, AMOY & FOOCHEW	"CHOSHUN MARU"	THURSDAY, 15th Dec., at 8 A.M.
ANPING VIA SWATOW & AMOY	"SOSHU MARU"	WED'DAY, 21st Dec., at 8 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NIPPON KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS	2nd CLASS	3rd CLASS
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,

MANAGER

7031

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND FOR THE TURIN EXHIBITION OF 1911.

Head Office for the Far East—

16, DES VŒUX ROAD, HONGKONG.

Japan Office—32, WATER STREET YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU	JAVA	Second half of Dec.	JAPAN	Second half of Dec.
TJIKINI	JAVA	Second half of Dec.	SHANGHAI	Second half of Dec.
TJILATJAP	JAPAN	Second half of Dec.	JAVA	Second half of Dec.
TJILWONG	SHANGHAI	Second half of Dec.	JAVA	Second half of Dec.
TJIBODAS	JAVA	First half of Jan.	SHANGHAI	First half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 12th December, 1910.

Telephone No. 375.

[15]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ, and PORTSAID	MISHIMA MARU Capt. A. E. Moses	9,000	WED'DAY, 21st Dec., at Daylight
	KAWACHI MARU Capt. H. Peterson	7,000	TUESDAY, 27th Dec., at 1 P.M.
	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 4th Jan., at Daylight
	SADO MARU Capt. S. Morioka	7,000	SATURDAY, 31st Dec., from Kona
VICTORIA B.C. & SEATTLE	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 3rd Jan., at Noon
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, and YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 31st Jan., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakina	5,000	THURSDAY, 22nd Dec., at Noon
SHANGHAI, MOJI and KOBÉ	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 20th Jan., at Noon
BOMBAY via SINGAPORE, COLOMBO and COLOMBO	CEYLON MARU Capt. Fred. Pynn	6,000	TUESDAY, 13th December
NAGASAKI, KOBÉ and YOKOHAMA	TOSA MARU Capt. Y. Nomura	6,000	TUESDAY, 13th December
KOBÉ and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 21st Dec., at Noon
	HITACHI MARU Capt. N. Mathieson	7,000	THURSDAY, 22nd Dec., at 5 P.M.

* She will call at Genoa. * Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON via SUEZ CANAL.

Steamers	TONS	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer
KITANO	9000	1st Mar.	1st Class S Y 550.00
IYO	7000	15th "	" " " 2nd Class S R 825.00
HIRANO	9000	29th "	" " " 1st Class S R 560.00
TANGO	8000	12th April	" " " old str. 1st Class S R 540.00
KAMO	9000	26th "	" " " 1st Class S R 750.00
AKI	7000	10th May	" " " 2nd Class S R 330.00
MISHIMA	9000	24th "	" " " 2nd Class S R 495.00

To Pacific Coast Common Points:

Steamers	TONS	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	To London via New York: 1st Class S £30
INABA	7000	28th Mar.	" " " 2nd Class S £21
TAMBA	7000	25th April	" " " 1st Class S £20

AWA " For further information as to Freight, Passage, Sailings, etc., apply at 13-125]

T. KUSUMOTO, MANAGER.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE.

DEPOT: 55 & 57, DES VŒUX ROAD.

[573]

SHIPPING REPORTS.

The German str. *Quarta* reports: Fresh breeze, N.E., moderate sea.
The British str. *Tea* reports: Fresh monsoon, high sea and fine weather.
The British str. *Derwent* reports: Strong N.E. monsoon with rough sea, overcast and showery.
The British str. *Haitan* reports: Fresh variable winds, E.S.E. to N.E. and moderate sea, clear, overcast weather, part misty.
The British str. *Langdon* reports: Strong N.E. gale, high sea from Tang Yang to the Brothers and variable to Swatow, thence from Swatow strong monsoon.

STEAMERS PASSED THE CANAL.

November 11th—*Atsuta Maru*, *Machao*,
16th—*Scandia*, *Wakasa Maru*. 18th—*Achilles*,
Silesia. 23rd—*Bewerich*, *Glenloch*, *Gooden*,
Indradadi, *Nippon*, *Sunda*. 25th—*Antenor*,
Brigavica, *Glamorganshire*, *Touane*. 29th—
Braconshire, *C. Ferd. Laeis*, *Cardiganshire*,
Hatch Maru. December 2nd—*Glascow*, *Nubia*,
Fatahan, *Slavonia*, *Stenor*, *Indradadi*. 6th—
Aulochus, *Benlarig*, *Moyune*, *Pathan*, *Prinze*,
Alice. 9th—*Asiganaz*, *Belgravia*, *Buelow*,
Tango Maru.

ARRIVALS AT HOME.

December 6th—*Ambrisa*, *Dumbla*, *Alesia*.

